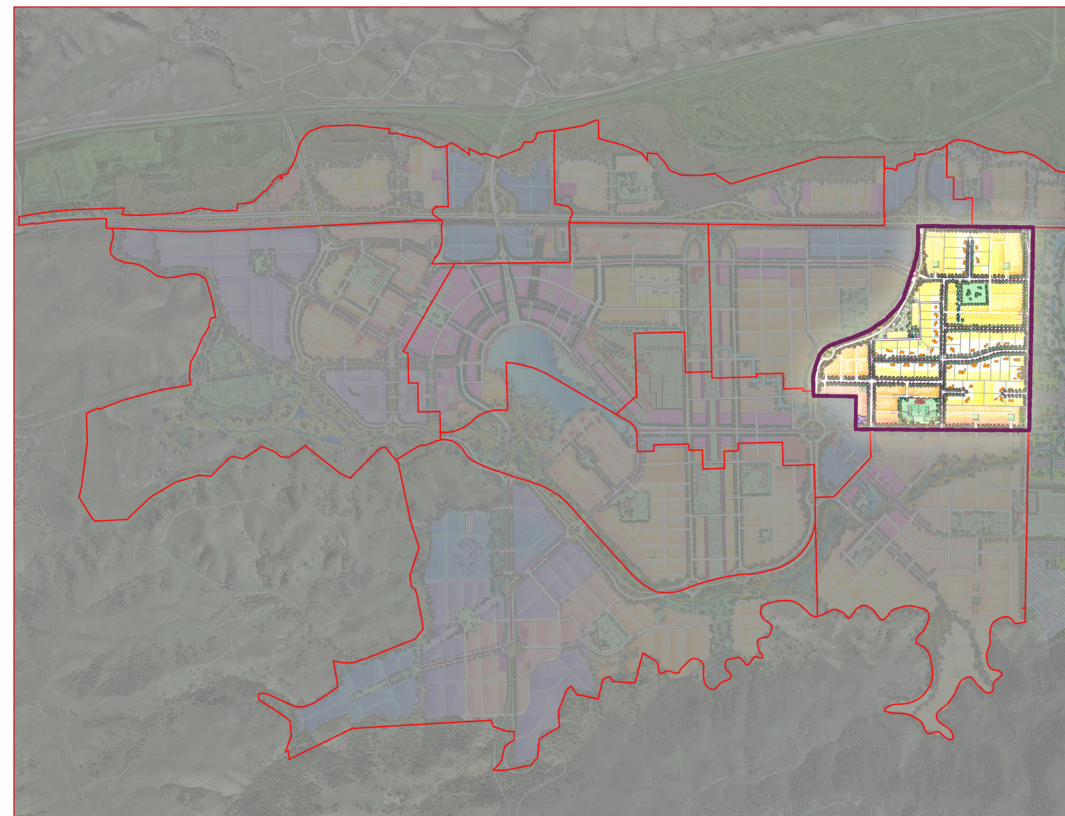


Planning Area L

Overview and Contents

Notes



Planning Area L preserves the integrity and estate setting of its existing homes and transitions from these to higher density residential. It incorporates the Coyote Valley community garden, an elementary school and a neighborhood park, which will also serve the Greenbelt residents. The elementary school, park and the community garden, as well as more urban density workplace uses in Planning Area I, and residential uses are buffered from existing estate residences by new transition residential densities.

This area also serves as a buffer and transition from the Urban Area of Coyote Valley to the agricultural estate and open space Greenbelt, immediately to the south across Palm Avenue.

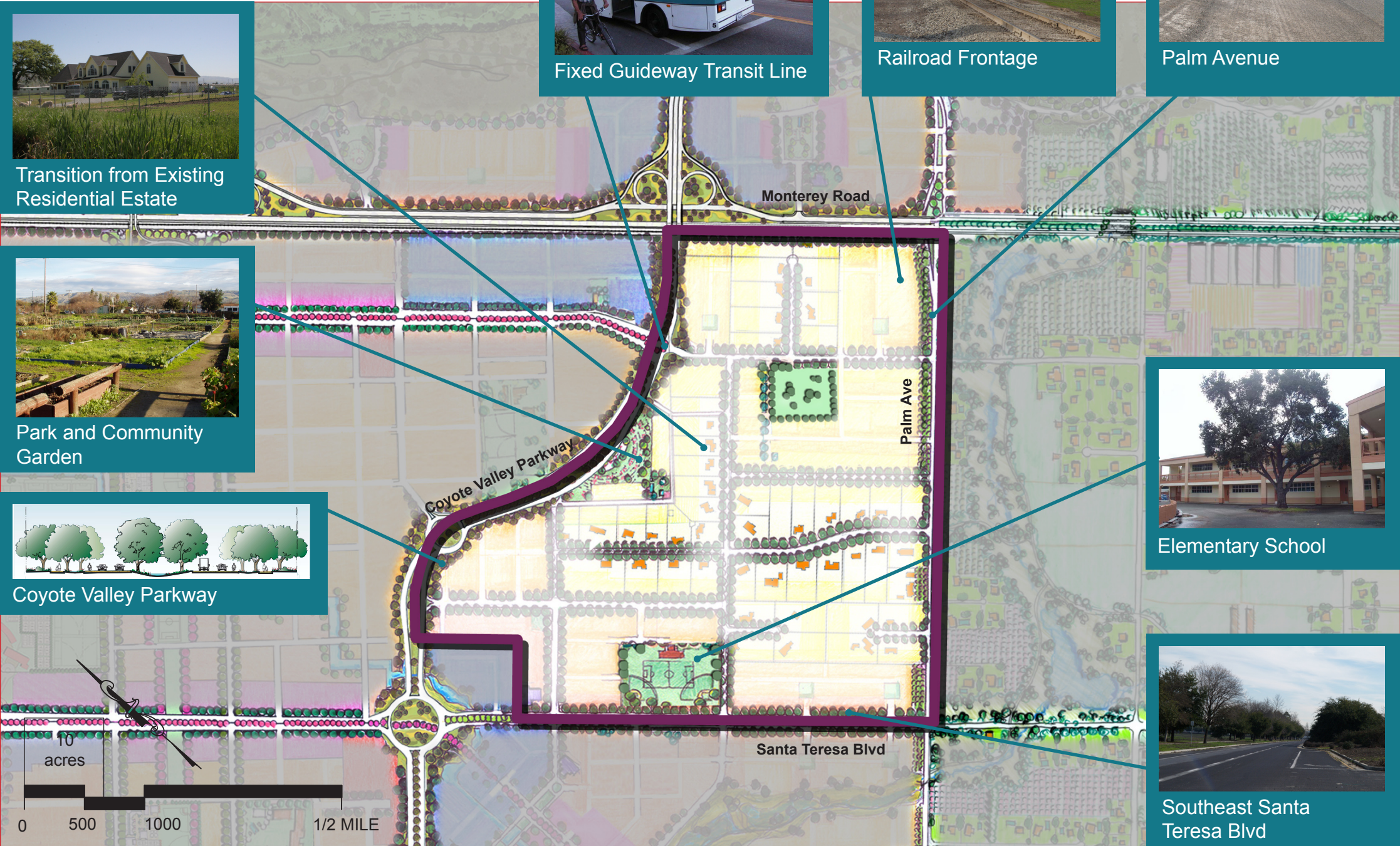
Overall Development Program	
Expected Industry Driving jobs	0
Required Minimum Workspace for Industry Driving Jobs.....	0
Required Minimum Residential Units	1,930
Required Minimum Ground Floor Retail and Commercial Space.....	0

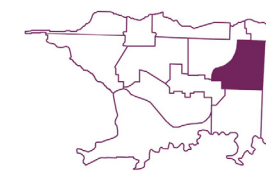
Urban Design Overview	332
Response to Existing Environmental Footprint.....	334
Public Realm	
Community Facilities	338
Roads and Transit	340
Non-Vehicular Circulation	342
Private Realm	
Connections	344
Land Use	346
Detailed Land Use.....	348
Minimum Development Target.....	354
Urban Form	358

Notes

Planning Area L

Urban Design Overview





Planning Area L

Urban Design Overview

Notes

Transition from Existing Residential Estates

Planning Area L preserves the integrity and estate setting of its existing homes and transitions from these to higher density residential. New transition residential densities will also buffer the existing estate residences from higher intensity workplace uses located in the eastern quadrant of the intersection bounded by Coyote Valley Parkway and Santa Teresa Boulevard which is slated for a higher density workplace (1,160+ jobs) in Planning Area I, and back-to-back bordered by residential. These residential densities will rapidly transition to a scale and density compatible with the adjacent existing estate neighborhood.

Coyote Valley Parkway

Coyote Valley Parkway provides major vehicular access to CVSP's southern workplace areas and serves as a buffering element along this Planning Area's northern boundary. Coyote Valley Parkway engages Planning Area L at its northern corner after cresting over Monterey Road and the railroad tracks at an elevation of about 30 feet. Descending from this crest one faces a composition that shows Coyote Valley's transition to agricultural land and open space and the distinct change in character between the north and south sides of Coyote Valley Parkway.

At the intersection of Coyote Valley Parkway/Coyote Valley Boulevard/Dougherty Avenue, Dougherty Avenue transitions from the Urban Area of Coyote Valley through the much less formal estate residential to Greenbelt lands. Conversely this intersection becomes the urban gateway when coming from the south. Monumentation reflecting this change in character will help maintain this area's unique transitional identity.

Proceeding west and southwest along Coyote Valley Parkway, the view south to the community horticultural garden reinforces the more relaxed nature of this neighborhood. Further west the view becomes more urban as one enters the Santa Teresa Boulevard professional district. In addition to crossings at street intersections and roundabouts, a pedestrian underpass will connect this Planning Area L to Planning Area H between the community horticultural garden and the elementary school in Planning Area H.

As it does for its entire route, Coyote Valley Parkway includes a heavily forested neighborhood edge and includes significant bio-filtration facilities within its corridor.

Southeast Santa Teresa Boulevard

Extending southeast from the Santa Teresa Boulevard/Coyote Valley Parkway roundabout park, Santa Teresa Boulevard steps down in scale. It is a four-lane center island collector for about 1,000 feet to a feeder cross-street serving large flanking jobs centers. It then reduces to a two-lane center island section flanked by the elementary school and the porches of town homes and small-detached homes; and then to a two

lane rural section flanked by a cherry orchard strip for the last 800 feet before it crosses Palm Avenue and enters the Greenbelt.

Palm Avenue

Palm Avenue's connection to Monterey Road will be abandoned in conjunction with the construction of the overpass and new Monterey Road access at Coyote Valley Parkway. Once this is done Palm Avenue will serve only a limited number of residents between Dougherty Avenue and Santa Teresa Boulevard, and can be maintained at a rural road section. In keeping with the Valley's agricultural heritage, to establish a clear break between CVSP's Urban Area and the Greenbelt, and to reinforce the City and County's Urban Service Area Boundary, CVSP proposes a strip orchard buffer, four rows deep on the urban (northwest) side and similar or greater depth on the Greenbelt (southeast) side. These orchards may be of a single or variety of trees (i.e.: cherry, olive etc.)

Railroad Frontage

This Planning Area contains just over 2,200 linear feet of railroad frontage and requires a buffering strategy for new residential development, including: landscape screening, wall, residential orientation and windowing away from the railroad.

Elementary School

This elementary school at the corner of Santa Teresa Boulevard and Scheller Avenue marks this neighborhoods primary entrance from the center of CVSP's urban areas.

Fixed Guideway Transit Line

As a lower density transition area, these neighborhoods do not have the density to support fixed guideway transit extensions. They are served by fixed guideway transit stops at: the Coyote Valley Parkway/Coyote Valley Boulevard/Dougherty Avenue intersection; and at the Coyote Valley Parkway/Santa Teresa Boulevard roundabout park. All but about 100 homes in this Planning Area will be within ½ mile of fixed guideway transit stops, certainly an easy bike ride.

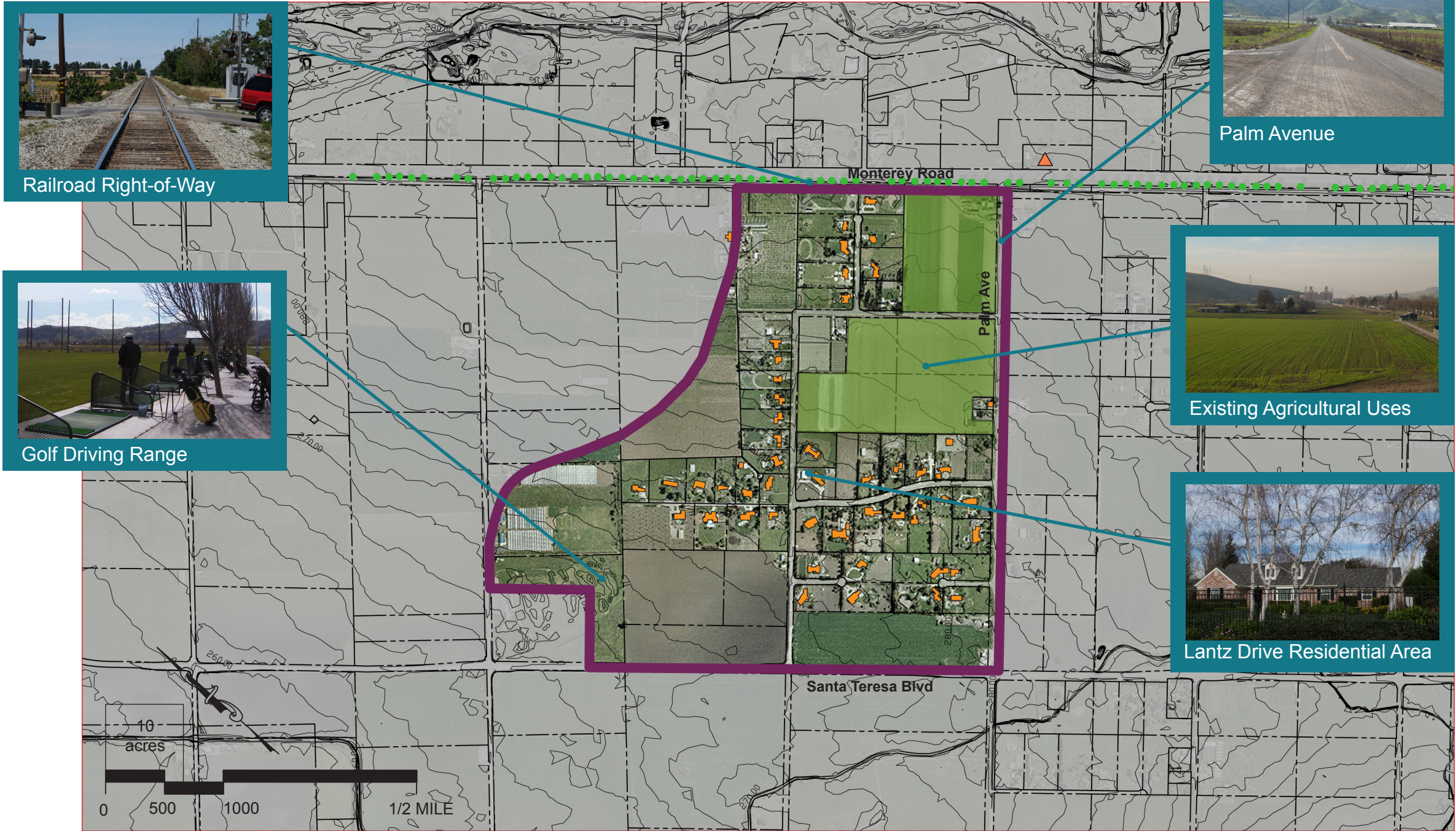
Neighborhood Park and Community Garden

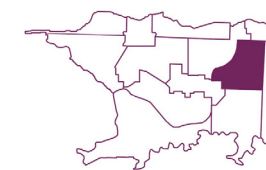
A five-acre neighborhood park is located near Dougherty Avenue and Scheller Avenue to serve this area as well as Greenbelt residents. While existing large estates often have lawns, pools, and even tennis courts of their own, future residential development, even at transitional densities will need additional outdoor recreation space.

In a triangular site along Coyote Valley Parkway, is CVSP's community garden. This City Park/Community Garden affords both individuals and horticultural clubs the opportunity to exercise their green thumbs.

Planning Area L

Response to Existing
Environmental Footprint





Planning Area L

Response to Existing Environmental Footprint

Notes

Railroad Right-of-Way

The entire easterly edge of Planning Area L is adjacent to the Union Pacific Rail Line. There is currently only a single track that runs through this area.

Objective O-1

Retain rail line.

Policy P-1

Prohibit urban development from encroaching into future right-of-way necessary for expansion of rail service through Coyote Valley.

Policy P-2

Prohibit sensitive uses from locating proximate to the rail line to reduce potential impacts from noise and vibration associated with rail service.

Policy P-3

Require fencing or walls between the rail line right-of-way and adjacent uses.

Policy P-4

Require the installation of trees and landscaping as screening along the rail line right-of-way.

Depiction D-1

Aerial survey of track alignment and right-of-way.

Lantz Drive Residential Area

This residential neighborhood is located around the intersection of Lantz Drive and Scheller Avenue. There are approximately 40 existing estate homes in this area. The lots generally range from 1.5 to 2.5 acres in size. The neighborhood is characterized with high-end estates with tree-lined streets and a rural residential character.

Objective O-1

Preserve the estate character of the area.

Policy P-1

Prohibit the creation of additional lots fronting onto existing Lantz Drive, Scheller Avenue, Paquita Espana Court, Boulay Court, and Caldwell Court to protect the existing residential character of the area.

Policy P-2

Encourage existing properties to tie into City services when services have been made available.

Depiction D-1

Recorded subdivision map.

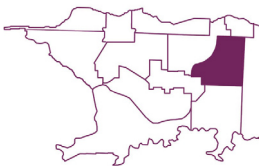
Depiction D-2

Land use plan showing existing residential lots to be protected.

POLICIES

Planning Area L

Response to Existing Environmental Footprint



Palm Avenue

Palm Avenue is an existing two-lane road that runs from Monterey Road to the Western Hills. Palm Avenue is the dividing line between the Urban Area of Coyote Valley and the Greenbelt.

Objective O-1

Retain Palm Avenue as a two-lane street.

Policy P-1

Require the creation of an orchard buffer between the Urban Area and the northern right-of-way of Palm Avenue.

Policy P-2

Palm Avenue to be terminated on its easterly end at the UPRR right-of-way.

Depiction D-1

Street cross-section diagram for Palm Avenue.

Architectural Cultural Resources

Planning Area L contains several historic architectural resources that are not considered to be significant or potentially eligible for the California Register or National Register. While not considered to be eligible for these registers, they represent a part of the historic character of Coyote Valley.

Objective O-1

Preserve historical architectural resources, to the extent possible.

Policy P-1

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of an architectural resource that is not considered to be significant or potentially eligible for the California Register or National Register shall require preparation of an architectural resource impact mitigation program. Such program may include: photo survey, restoration or preservation, historic review and documentation.

Policy P-2

Encourage the preservation and/or restoration of historic architectural resources.

Policy P-3

Encourage the relocation of non-significant architectural resources to the Hamlet in Planning Area C to enhance the historic significance of the area by including additional architectural resources that existed in Coyote Valley.

Depiction D-1

Location of potential historic architectural resources.

Existing Agricultural Uses

Planning Area L is characterized by its predominate existing residential estate development. However, a significant area of land located east and west of Dougherty Avenue at Palm Avenue is used for turf farming.

Planning Area L also contains several parcels that contains greenhouses used for agricultural activities.

Objective O-1

Retain agricultural uses within Planning Area L until such time as urban development is ready to proceed.

Policy P-1

Encourage turf farming to continue as an interim use of property, pending urban development.

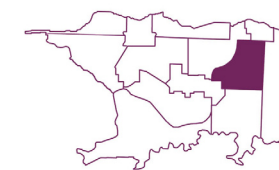
Policy P-2

Encourage continuation of agricultural production, including greenhouses, pending urban development.

Depiction D-1

Aerial survey of existing agricultural land uses.

POLICIES



Planning Area L

Response to Existing Environmental Footprint

Notes

Golf Driving Range

A golf driving range exists on the easterly quadrant of Richmond Avenue and Santa Teresa Boulevard. This use can remain as an interim use.

Objective O-1

Allow existing land uses to remain until such time as urban development occurs.

Policy P-1

Encourage driving range to remain as an interim use.

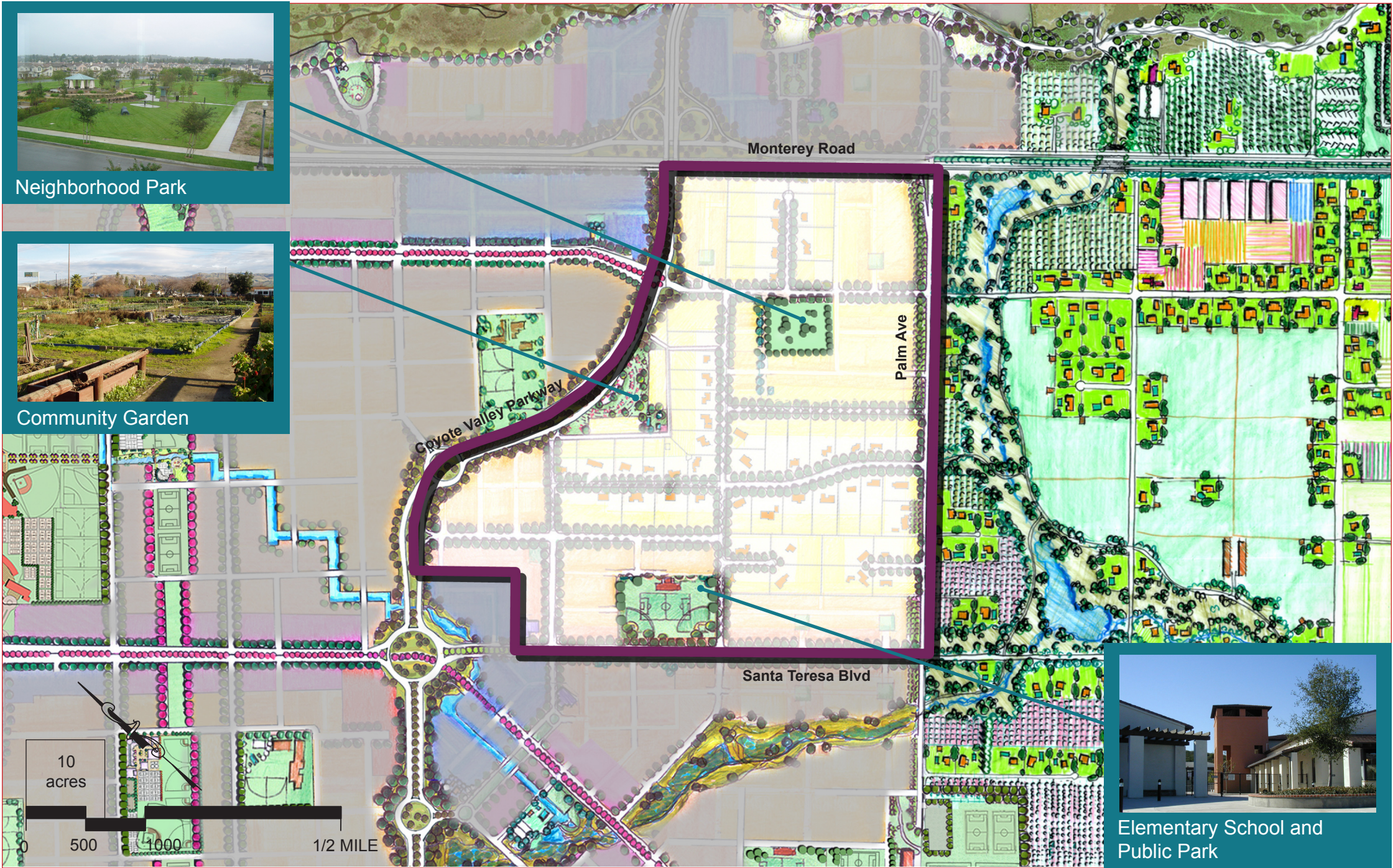
Depiction D-1

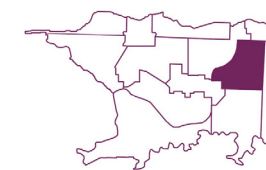
Aerial survey of property.

POLICIES

Planning Area L

Public Realm
Community Facilities





Planning Area L

Public Realm Community Facilities

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit backbone infrastructure within Planning Area L.

Elementary School and Public Park

This Planning Area contains one of the community's nine elementary schools. The school will serve students in the area bounded by Santa Teresa Boulevard, Coyote Valley Parkway and Palm Avenue. The school will be on a 9-acre site and will include joint use of the playfields for public park uses during non-school hours. Since the school fields will not be available during school hours, a one-acre public park will be developed adjacent to the school.

Neighborhood Park

This five-acre neighborhood park is located along Dougherty Avenue and provides a strong tie to both the existing and future residential neighborhoods. Park facilities may include basketball, tennis courts, volleyball, and picnic areas. The park may also include a public swimming pool.

Community Garden

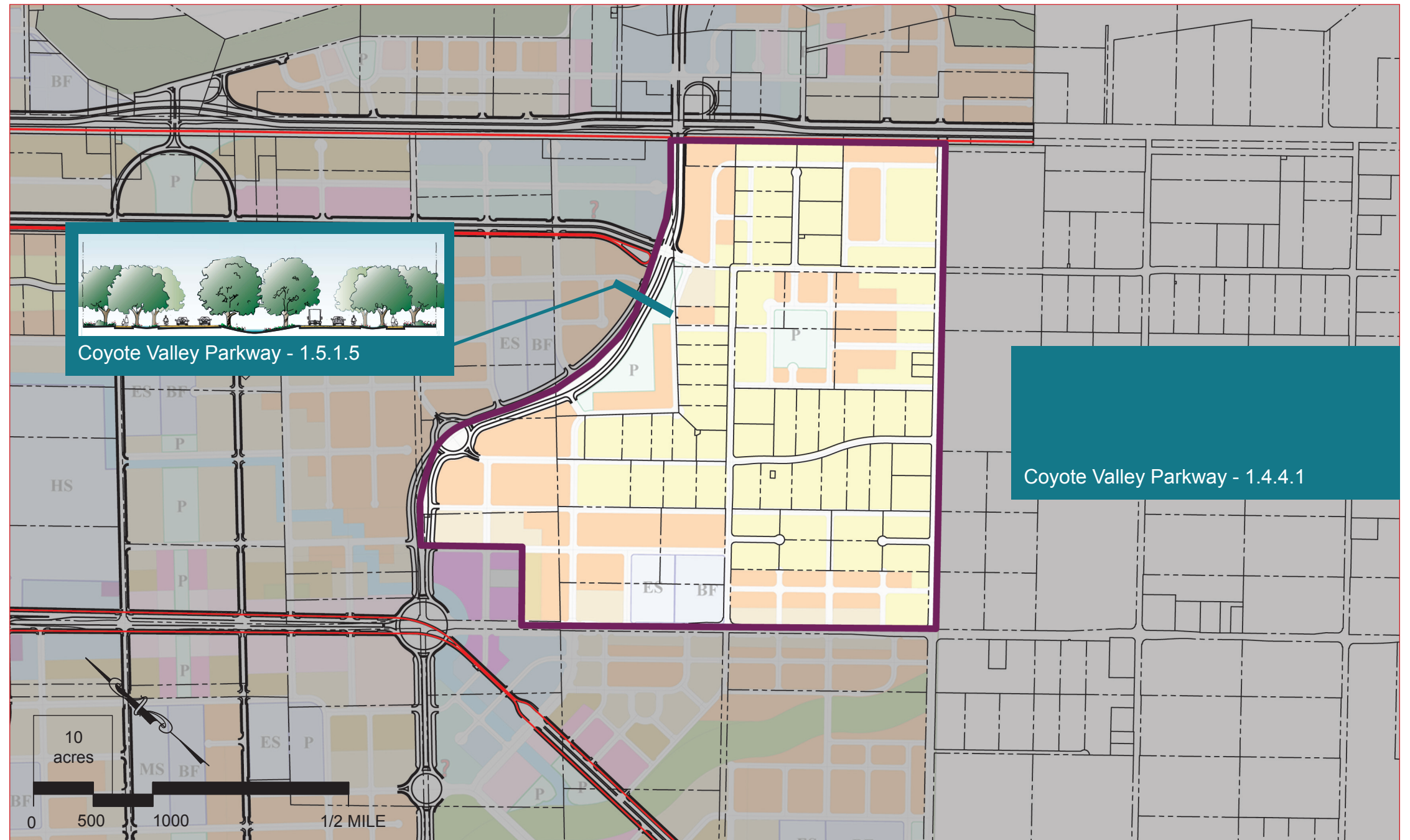
On the southerly side of Coyote Valley Parkway and westerly of Dougherty Avenue a community garden for residents of Coyote Valley will be developed. This garden will be part of the park network that will be run by the City's Parks and Recreation Department. The community garden will include a restroom facility and a source for irrigation, including advanced treated recycled water.

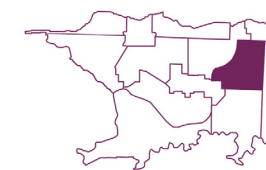
Planning Area L



Public Realm
Roads and Transit

Notes





Planning Area L

Public Realm Roads and Transit

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit backbone infrastructure within Planning Area L.

Coyote Valley Parkway

The northern edge of Planning Area L is bounded by Coyote Valley Parkway for its entire length. Westerly of Coyote Valley Boulevard the Parkway will be a four-lane road with bike lanes and sidewalks on each side. No parking will be provided along the Parkway. This section of Coyote Valley Parkway will have a minimum 40-foot median (see typical section 1.5.1.5.) and 17-foot landscape buffer areas on each side.

From its intersection with Coyote Valley Boulevard eastward, the Parkway will be six-lanes with bike lanes on each side (see typical section 1.4.4.1.)

Coyote Valley Parkway will include roundabouts that will move traffic without the need for traffic signals. One roundabout is found in Planning Area L. The roundabout will include two-lanes of traffic and bike lanes. The center of the roundabout will accommodate stormwater detention and biofiltration areas. The typical inside radius of the roundabout will be 125 feet.

Railroad Right-of-Way

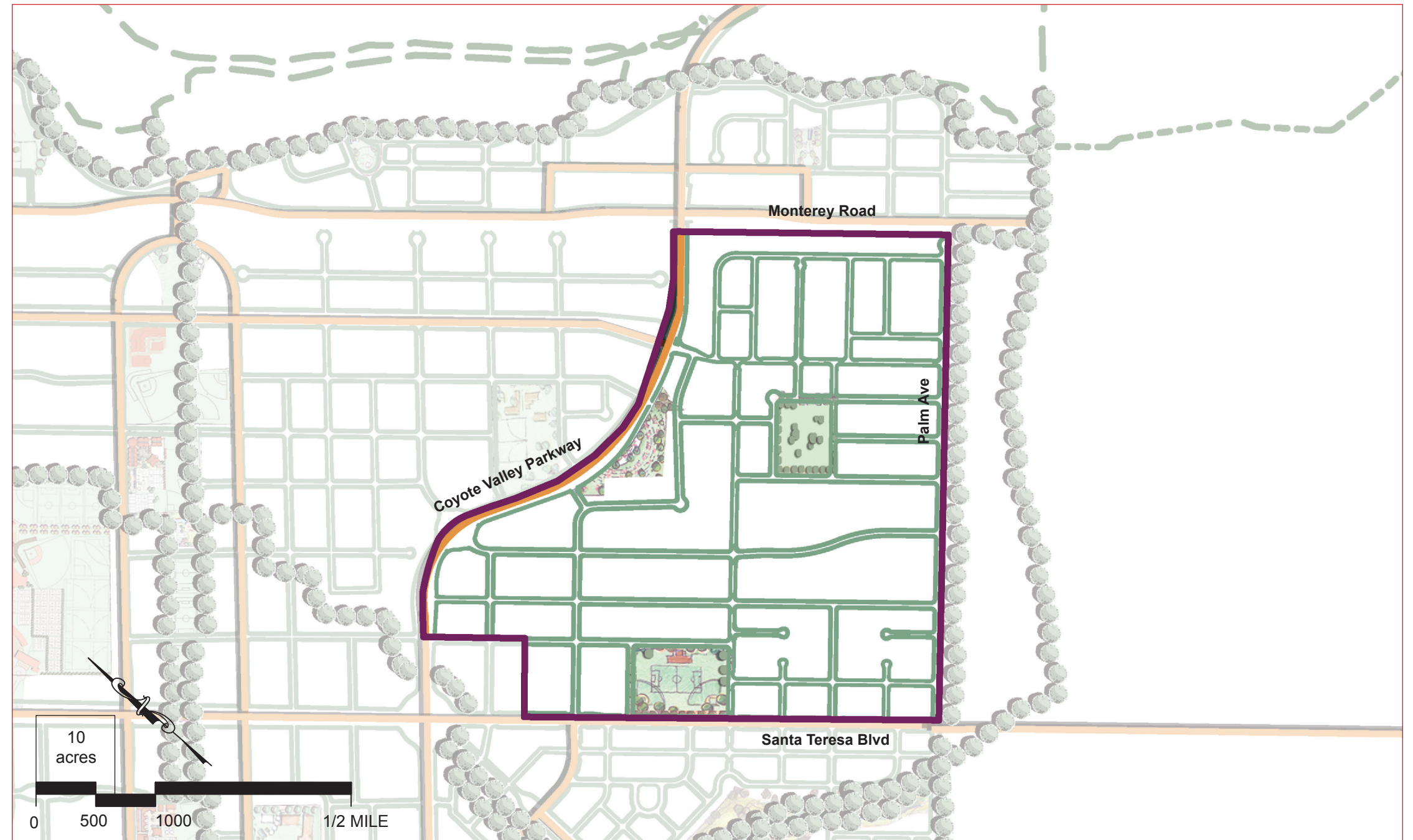
The double tracking of the Caltrain line beyond the Coyote Station is not part of the improvements anticipated with the CVSP. However, the reservation of land for future widening of the right-of-way through Coyote Valley, beyond the Coyote Station will need to be provided.

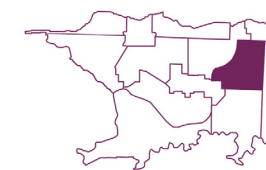
Planning Area L

Non-Vehicular Circulation



Notes



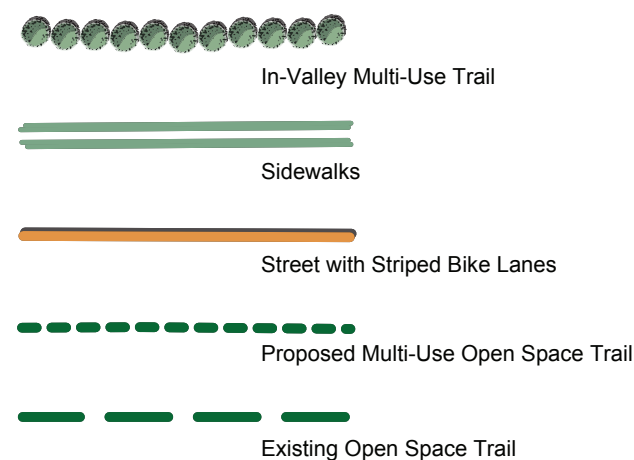


Planning Area L

Non-Vehicular Circulation

Notes

Legend



The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

Sidewalks

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

Multi-Use Trails

The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestrians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

Bicycle Lanes

Class II bikeways (bike lanes) are provided on all major roads to provide connectivity throughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

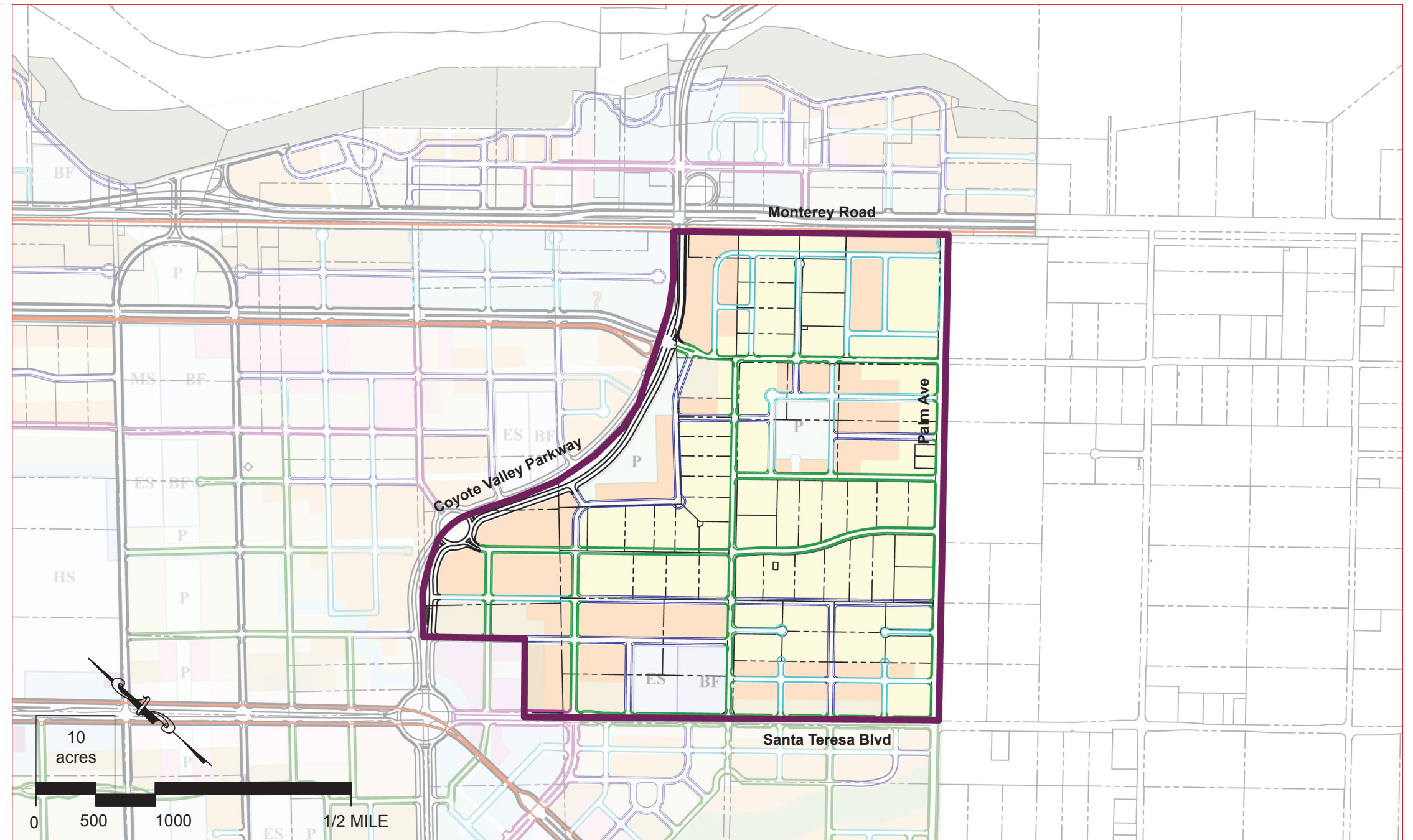
For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

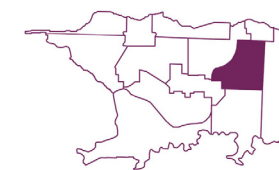
Planning Area L



Private Realm
Connections

Notes





Planning Area L

Private Realm Connections

Notes

Legend

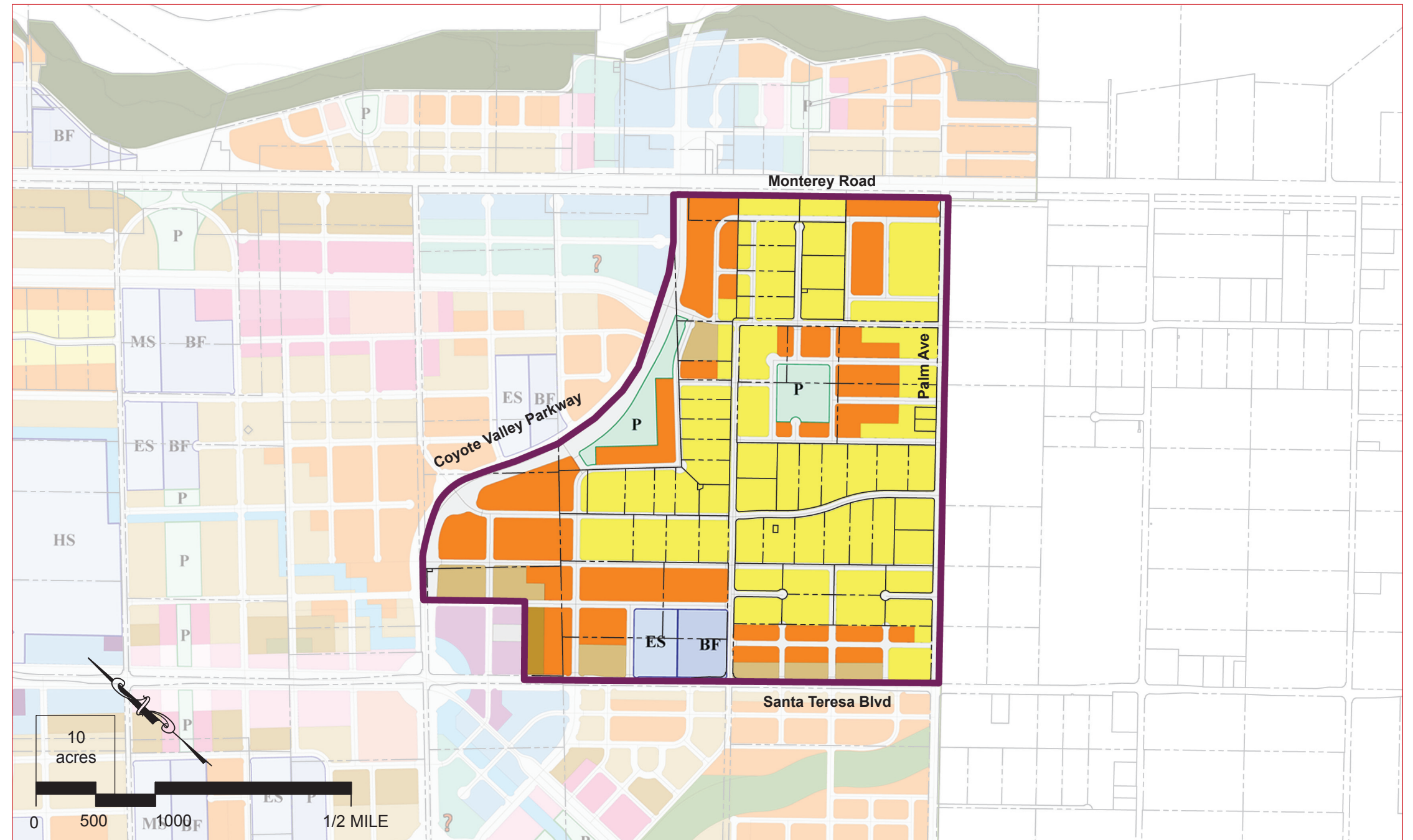
- Public Infrastructure Street Network**
These streets create the underlying Infrastructure Road Network for Coyote Valley.
- Transit**
The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:
 - Single-side running fixed guideways;
 - Double-side running fixed guideways; and,
 - Transit stops
- Busy Urban Streets**
These streets are fixed in their locations. They are designed to:
 - Carry fairly high volumes of traffic;
 - Provide alternative routes through Coyote Valley;
 - Integrate with the urban pedestrian experience;
 - Provide primary neighborhood to neighborhood connections; and
 - Provide connections to and aligns on civic focal points and public facilities.
- Neighborhood Through Streets**
These streets are generally fixed in their locations, but may be modified. They are designed to:
 - Provide connectivity through neighborhoods and across Busy Urban Streets;
 - Carry local neighborhood traffic; and
 - Provides a through street network for in-Valley trips.
- Destinations, Connections and Principles**
These streets have fixed beginning, destination and property boundary points. They are designed to:
 - Provide routes serving neighborhood and community facilities and destinations.
- Block Principles and Patterns**
These streets are flexible in their locations. They are designed to:
 - Provide a neighborhood network of through streets;
 - Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

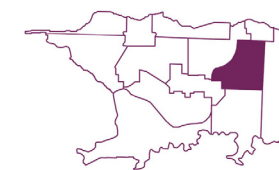
Planning Area L



Private Realm
Land Use

Notes





Planning Area L

Private Realm
Land Use

Notes

Legend

Land Use Designation

Residential

- Low Density (5-10 DU/AC)
- Medium Density (10-20 DU/AC)
- Medium High Density (30-45 DU/AC)
- High Density (45-65 DU/AC)
- Mid-Rise (75-100 DU/AC)
- Hi-Rise (100+ DU/AC)

Commercial

- Neighborhood Commercial
- Core/Regional Commercial

Industrial/Workplace

- Research and Development (0.2 - 0.3 FAR)
- Support Industrial (0.2 - 0.3 FAR)
- Campus Industrial (0.3 - 0.4 FAR)
- Industrial Park/Office (1.0 -1.5 FAR)
- Professional/Administrative Office (1.75 - 9.0 FAR)
- Existing Workplace

Mixed-Use

- Live Work/Loft (MU1)
- Office over Commercial (MU2)
- Residential over Optional Office (MU3)
- Residential over Optional Commercial (MU4)
- Hi-Rise Residential over Office (MU5)

Open Space

- Open Space
- Coyote Valley Lake
- Urban Canal
- Coyote Creek Park Chain
- Ballfields (Shared Facility)
- Public Parks (>=1 acre)

Public

- Educational (Elementary, Middle, High School)
- District Parking
- Public Transit
- R.O.W.
- Public Quasi Public
- Fire Station Locations
- Gavilan Property
- Future Caltrain Station

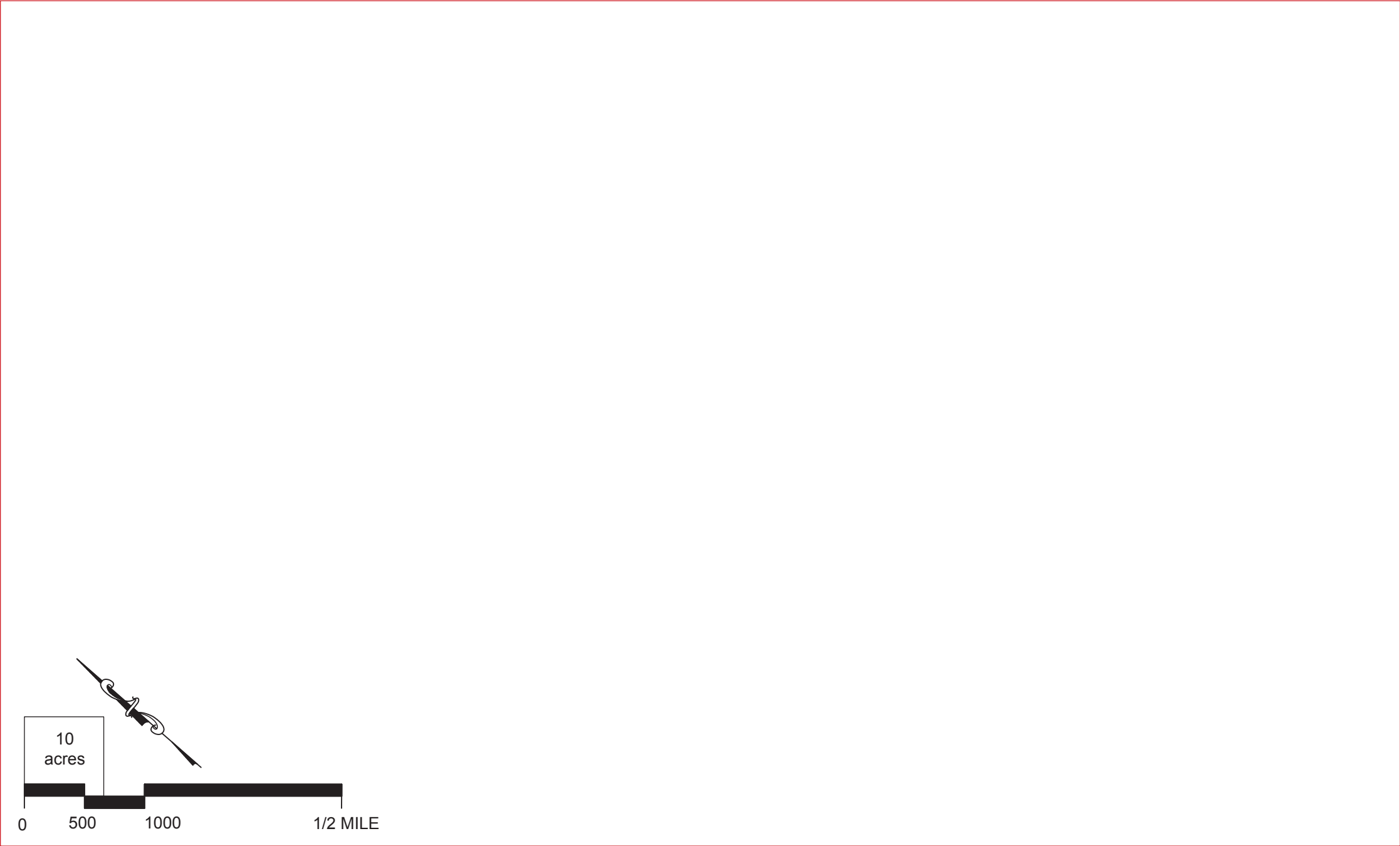
The most distinguishing feature about Planning Area L is the predominance of existing single-family estate home neighborhoods. To protect these neighborhoods, low-density housing will surround them, providing a soft transition from the large estate lots to CVSP's more urban densities. An important consideration will be to prohibit the further subdivision of the lot frontages for these estate lots. This prohibition will ensure that the charm and character of these neighborhoods will be preserved. To provide additional development potential for the estate lots, the rear of the lots, which are generally under-utilized, may be further subdivided with low-density development.

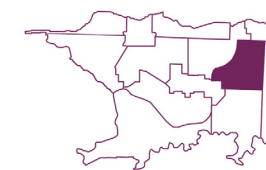
The areas outside of the estate neighborhoods will find housing conforming to medium density single-family units. The area abutting the workplace center at the intersection of Coyote Valley Parkway and Santa Teresa Boulevard will have medium high-density and high-density apartments and condominiums with both surface and structured parking.

This area will also include an elementary school and park, plus a five-acre neighborhood park. In addition, the area will feature a community garden.

Planning Area L

Private Realm
Detailed Land Use





Planning Area L

**Private Realm
Detailed Land Use**

Notes

Planning Area L

Private Realm Residential Building Types



R-1
Multi-family
**Luxury 22-story high-rise
apartments or condominiums**
100 units per acre
Parking in building



R-2
Multi-family
**5-9-story mid-rise
apartments or condominiums**
75 units per acre
Parking in building



R-3
Multi-family
**4-story wood frame
apartments or condominiums**
45 units per acre
Parking below podium or wrapped within building



R-4
Multi-family
**3-story wood frame
apartments or condominiums**
30 units per acre
Surface parking with carports



R-5
Single-family
**3-story town homes or
town home style condominiums**
22 units per acre
Private garages



R-7
Single-family
**3-story single-family
detached cluster homes**
14 units per acre
Private garages



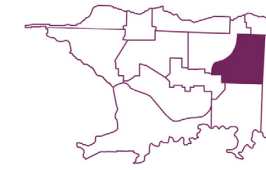
R-8
Single-family
**2-3-story detached
cluster or patio homes**
12 units per acre
Private garages



R-9
Single-family
2-story detached homes
10 units per acre
Private garages



R-6
Single-family
**2-story single-family edge
and transition detached estate homes**
5 units per acre
Private garages



Planning Area L

Private Realm Workplace Building Types

Notes



W-1
Corporate/Technology Office
4-story with all onsite surface parking (1 space per job)
285 square feet per job
FAR = 0.39



W-6
Downtown Professional Service Office
20-story with off-site district parking (0.6 space per job)
285 square feet per job FAR = 8.5



W-2
Corporate/Technology Office
7-story with 4-story on-site structured parking (0.66 space per job)
285 square feet per job
FAR = 1.4



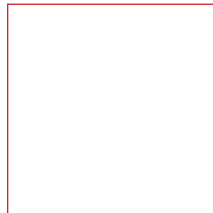
W-7
Downtown Professional Service Office
4-story with off-site district parking (0.6 space per job)
285 square feet per job
FAR = 1.75



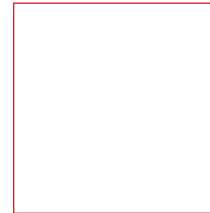
W-3
Corporate/Technology Office
2-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.39



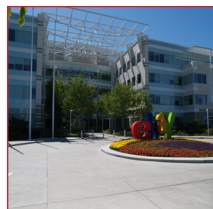
W-8
Downtown Professional Service Office
7-story off-site district parking (0.6 space per job)
285 square feet per job
FAR = 3



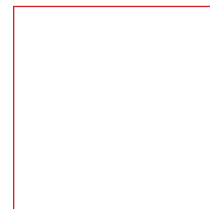
W-4
Research and Development Laboratory
1-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.24



W-9
Light Industrial
1-story with all on-site surface parking (1 space per job)
500 square feet per job
FAR = 0.3



W-5
Corporate/Technology Office
4-story with 4-story on-site structured parking (0.66 space per job)
285 square feet per job
FAR = 1.04



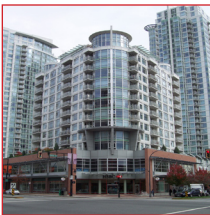
W-10
Manufacturing
1-story with all on-site surface parking (0.6 space per job)
125 square feet per job
FAR = 0.2

Planning Area L

Private Realm Mixed-Use Building Types



M-1
6-story live work loft/town home
500 square feet per job
District parking for jobs, on-site residential parking
FAR = 1.4



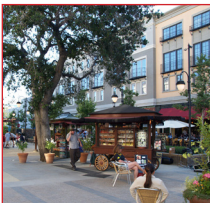
M-2
22-story high-rise
18 floors of residential over 4 floors of office
300 square feet per job
District parking for jobs, on-site structured parking for residential
FAR = 3.6



M-3
6-story live work loft/town home
500 square feet per job
Surface parking for jobs, residential parking in building
FAR = 1.75



M-4
4-story
3 floors office over regional commercial
300 square feet per job
All district parking
FAR = 1.73



M-5
4-story
3 floors office over local commercial
300 square feet per job
On-site surface parking and street parking
FAR = 0.4



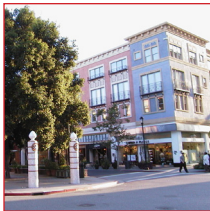
M-6
4-story
3 floors residential over regional commercial
District parking for commercial, residential parking in building
FAR = 1.72



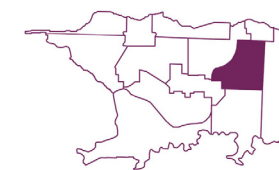
M-8
4-story
3 floors residential over optional office
1 job per 3 homes (approximately)
Street parking for office, residential parking in building
FAR = 1.38



M-9
3-story
2 floors residential over optional office
3 jobs per 5 homes
Street parking for office, residential parking in building
FAR = 1.02



M-7
4-story
3 floors residential over local commercial
Surface and street parking for commercial
Residential parking in building
FAR = 1.38

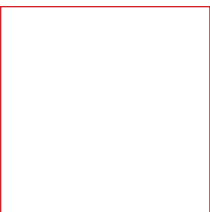


Planning Area L

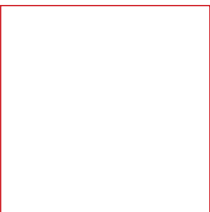
Private Realm
Retail Building Types

Notes

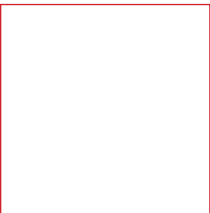
Local Retail



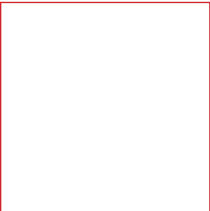
LR-1
Supermarket



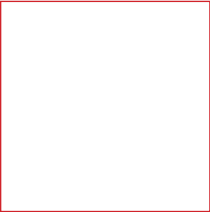
LR-2
Service Station



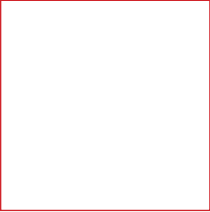
LR-3
Restaurant



LR-4
General Retail

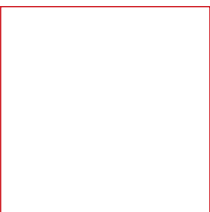


LR-5
Personal Services

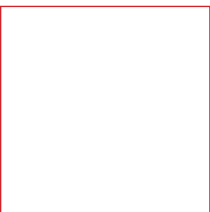


LR-6
Apparel

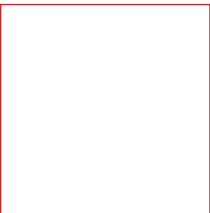
Regional Retail



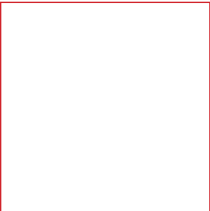
LR-7
Cinema



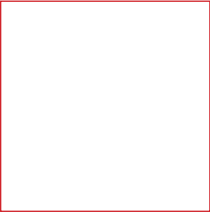
RR-1
Restaurant



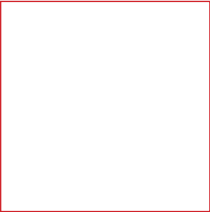
RR-2
General Retail



RR-3
Personal Services



RR-4
Apparel



RR-5
Cinema

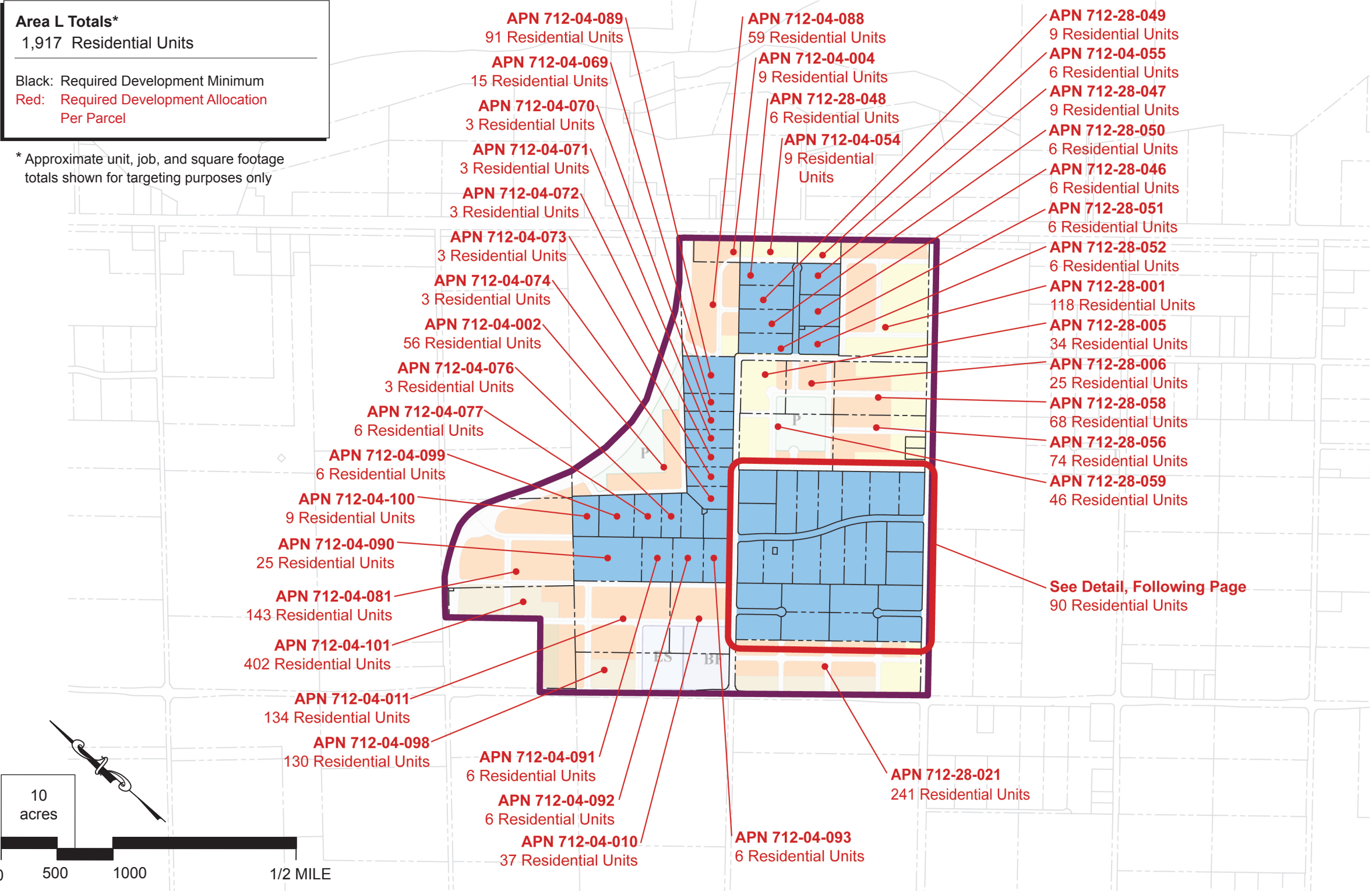
Planning Area L

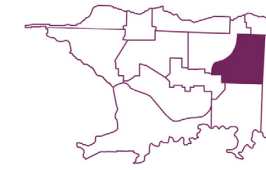
Private Realm
Minimum Development Target



Area L Totals*
1,917 Residential Units
Black: Required Development Minimum
Red: Required Development Allocation Per Parcel

* Approximate unit, job, and square footage totals shown for targeting purposes only





Planning Area L

**Private Realm
Minimum Development Target**

Notes

Objective

Implementing the Coyote Valley Specific Plan’s ultimate goal of 25,000 residential units and 50,000 jobs requires delicately balanced phasing and placement of these two major components. Based on phasing of its underlying infrastructure, the development of any one planning area will be closely monitored, ensuring that certain specific targets are met at a small scale on the way to developing the project’s ultimate goals.

Breakdown and Distribution of Minimum Development

Residential units, industry-driving jobs and commercial space are distributed across planning areas to designate concentrations of workplace and varying densities of residential development on a neighborhood-by-neighborhood basis. The next step is to break these broad distributions down into a parcel-by-parcel minimum requirement to achieve the ultimate build out as envisioned. Based on a detailed study of building types and distribution of uses, this breakdown confirms that ultimate totals can be met, and also provides an initial suggestion of how much of each type of development must occur on each parcel.

Flexibility

Certain frameworks for development have been established and are fixed. Land uses and overall bulk are carefully regulated by the land use plan and form-based zoning code. However, specific implementation strategies are encouraged to seek a variety of densities, unit sizes, and building types. As such, only overall totals per parcel are provided, in hopes of stimulating creative solutions to meeting these targets. Within each parcel, residential units, industry-driving jobs, and commercial space may be arranged in any number of configurations that yield the required totals.

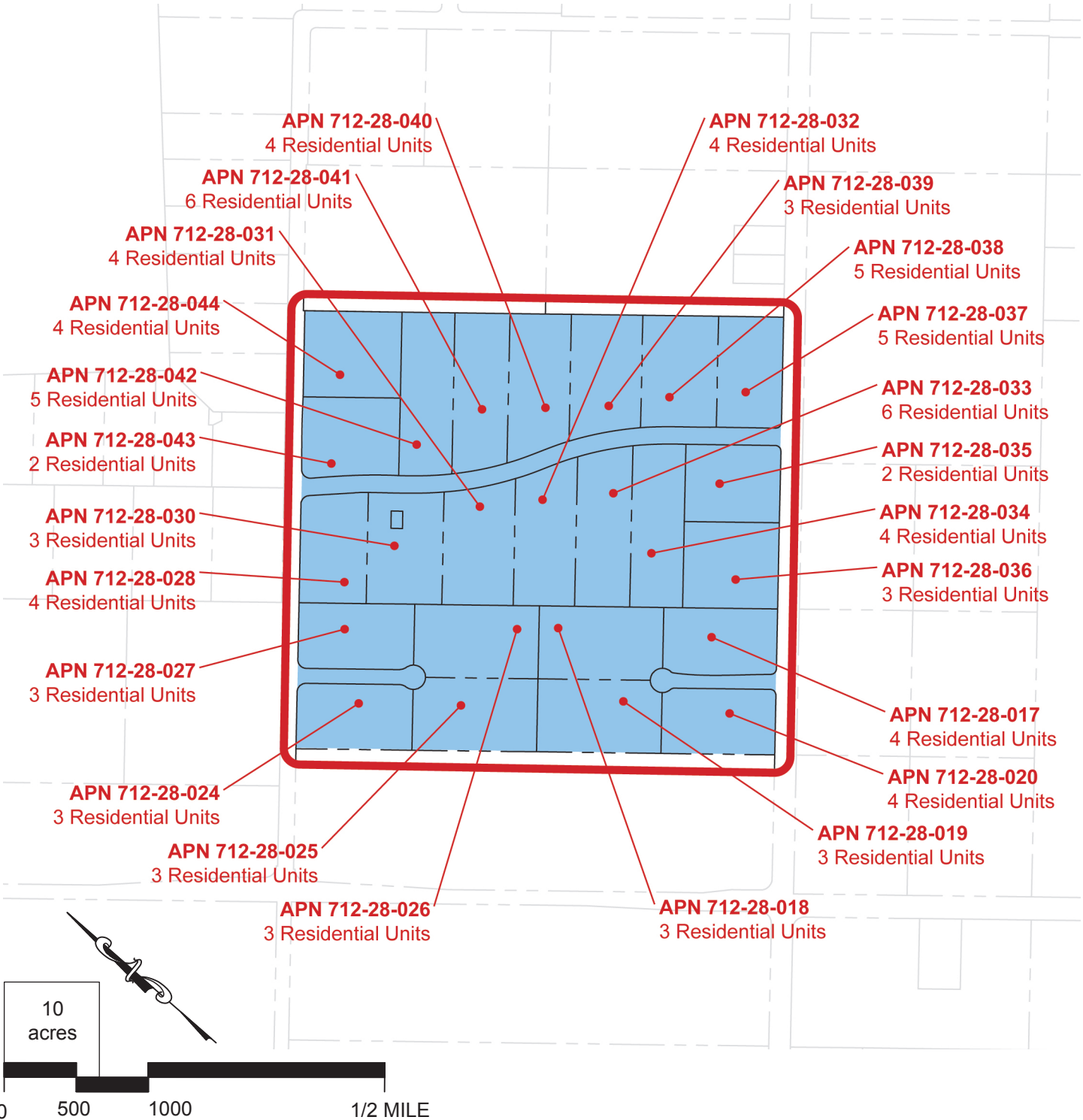
Minimum Development Target for Planning Area L

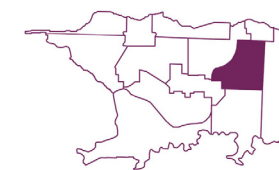
Planning Area L is the lowest density single-family area presented in the Coyote Valley Specific Plan. Development here is shaped by the area’s proximity to the Greenbelt and the predominance of existing single-family estate homes. However, several important transitional areas must be established in Planning Area L’s development. The highest residential density should be located on parcels adjacent to Planning Area I’s workplace district. The highest minimum development targets are established for parcels in this vicinity. The relationship with the community garden, located along Coyote Valley Parkway, necessitates a community presence and density that activates this area.

The most important transition concept in Planning Area L is that to one of several neighborhoods of existing single-family estate residences. The overall structure of minimum development targets reduces density accordingly to provide them with appropriate buffers to new development. In addition to retaining their large lots, however, property owners also have the option of subdividing their lots to provide for additional compatible single-family development. Refer to the diagram found on the following page for a more detailed depiction of this concept.

Planning Area L

Private Realm
Subdivision Concept for
Existing Single Family Lots





Planning Area L

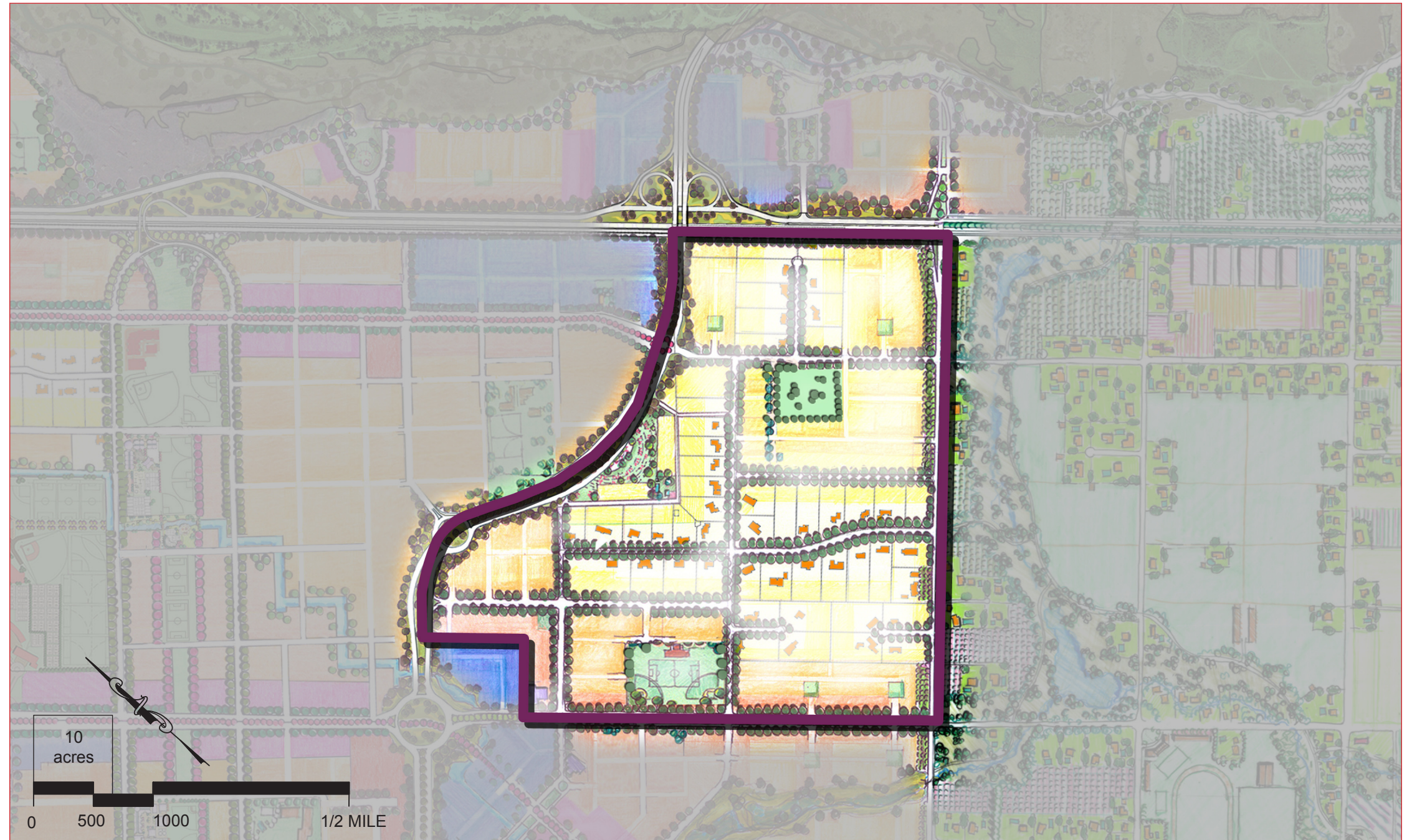
Notes

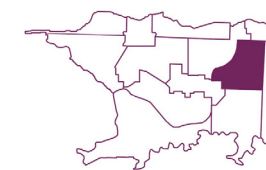
Planning Area L

Urban Form



Notes





Planning Area L

Urban Form

Notes

The following section describes the key land use and urban design objectives and policies that are to shape the pattern of development for Planning Area L, the Palm Avenue Residential Neighborhood.

Land Use

Policy P-1 Concentration of Density

To maximize transit ridership and reduce auto trips, locate and concentrate higher density housing within proximity to the fixed guideway transit system, transit stops and workplace areas located in Planning Areas I and K.

Urban Design

Building Height and Massing

Objective 0-1 Compatible Building Height and Building Massing

Building heights and building massing are to be specified to ensure compatibility of scale between existing estate residential and residential development; between residential building types and workplaces in Planning Area I and between the Greenbelt and the Urban Area.

Policy P-1 Transition in Residential Density and Building Height

Residential density and building heights shall transition from a low density, two-story maximum height edge along Palm Avenue and adjacent to existing single-family estates to higher density three-story residential building types along Santa Teresa Boulevard to four-story residential building types adjacent to workplace areas located in Planning Area I.

Policy P-3 Existing Estate Residential

New residential development is required to: 1) maintain existing estate residential street access; and 2) be compatible in scale with existing residential development by respecting the spacing of structures, building mass and street frontage relationships when adjacent to existing residences.

Transit Accessible Street and Block Pattern

Objective O-2

Maximize transit ridership and the ease of access to transit for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offer multiple routes to and from the fixed guideway transit network, workplace and mixed-use retail in Planning Areas H, I and K.

Policy P-1 Maximum Block Size

To create a highly interconnected street network, the location of flexible streets that shape the size of development blocks are required to be no greater than two and a half acres within Planning Area L. Smaller block sizes are encouraged to reduce the scale of residential development.

Policy P-2 Maximum Block Length

To create a highly interconnected street network block lengths are required to be no greater than 500 feet in length. Block lengths are encouraged to be no greater than 300 feet in length through out the planning area.

Policy P-3 Alleys and Pedestrian Paths

For residential development blocks, alley access and mid-block pedestrian paseos are required for blocks greater than 350 feet in length to increase pedestrian connectivity to workplace and transit.

Policy P-4 Street Continuity

Flexible streets are required to align and connect to streets that extend to and from Planning Areas H and K, and the Greenbelt.

POLICIES

Planning Area L

Urban Form



Orientation of Streets and Buildings to Views of the Community Gardens, Neighborhood Park, Elementary School and Park, and the Greenbelt

Objective 0-3
Reinforce public views to the Community Garden, neighborhood park and the Greenbelt through the alignment and orientation of flexible streets and building frontages.

Policy P-1
Terminal Vistas to the Community Garden, Neighborhood Park, Elementary School, and the Greenbelt
Flexible streets are encouraged to have terminal vistas to the Greenbelt, Community Garden, neighborhood park, elementary school site and the Greenbelt.

Policy P-2
Rectangular Street and Block Pattern
Flexible streets are required, to the extent feasible given topographic, land ownership and other constraints, to form a pattern of rectangular streets and development blocks. Flexible streets are encouraged, to the extent feasible, to have a 3:2 length-to-width ratio. In order to maximize access to workplace, the fixed guideway transit network and mixed-use retail, shorter block widths are encouraged to be oriented to Santa Teresa Boulevard and Dougherty Avenue. Flexible streets are encouraged to form a pattern of rectangular streets and development blocks that are parallel and perpendicular to the Monterey Road and Palm Avenue right-of-way.

Vibrant Streets and Public Spaces

Objective 0-4
Create an attractive, walkable pedestrian environment that enlivens streets and activates public spaces by providing street frontages that relate to the unique spatial characteristics of the adjacent open space, park or street.

Policy P-1
Required Street Frontage Types
Planning Area L is comprised of the following street frontage types that establish the required building orientation, ground level use, building entry and appropriate land use relationship to the adjacent public spaces and streets.

1. Santa Teresa Boulevard Residential
Residential uses are required to provide an urban street frontage to Santa Teresa Bou-

levard. Residential building types are required to orient to public streets with a 25-foot landscape front yard setback, with residential facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street. Parking is required to be located to the rear of lots, away from public view. Curb cuts are to be minimized, with no more than two per block face.

2. Existing Residential Frontages
New residential buildings on existing estate lots identified on pages ____ are required to provide a minimum front setback of compatible scale to the existing street setbacks of existing homes. Design and site planning techniques are encouraged to reduce the visual perception of larger, denser residential development adjacent to the existing pattern of estate residential development.

3. Residential Neighborhood Frontage to Four-Story Office Uses
To create a civic edge across the street from workplace uses in Planning Area I, residential uses are required to orient to public streets with a minimum 25-foot landscape front yard setback, and residential facades, entry lobbies and ground floor building common spaces are required to face, be accessible and visible from the street.

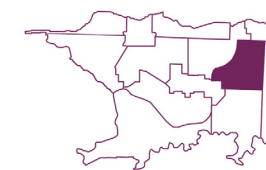
4. Shared Park and Elementary School Frontages
Buildings located along the shared park and elementary school are required to orient building facades to face the park and elementary school with entries and porches providing access to the street. Parking is required to be located at the rear of lots away from public view.

5. Greenbelt Frontage
Single-family residential buildings located along Palm Avenue and facing the Greenbelt are required to orient building facades to face the Greenbelt, with entries and porches providing access to the street. Parking is required to be located at the rear of lots away from public view.

6. Coyote Valley Parkway Frontages
For sound attenuation and to create a visually attractive landscape edge along the Coyote Valley Parkway, a landscape berm is required that does not have sound walls visible from the Parkway. Alternatively, higher density residential development is required to have a minimum 25-foot landscape setback along Coyote Valley Parkway.

7. Caltrain Frontages
Residential buildings are permitted to back-on to the Caltrain right-of-way, with a 15-foot minimum landscape setback required for landscaping plantings to separate interior building environments from views to Caltrain right-of-way. Parking structures require landscape plantings to screen parking from public view along Monterey Road.

POLICIES



Planning Area L

Urban Form

Notes

Landscape Edges and Transitions

Objective 0-5

Recall the Agricultural Landscape Character Coyote Valley

Recall the agricultural landscape character of Coyote Valley through the planting pattern and selection of plant species.

Policy P-1

Landscape Transition between the Greenbelt and the Urban Area

Require a continuous orchard type planting across the Valley floor from east to west on the north side of Palm Avenue, and encourage a similar planting approach on the south side of Palm Avenue.

POLICIES

Notes